

## RAINES EXCISE BILL WILL PASS.

The Measure as Amended Has the Full Approval of Mr. Platt.

To Be Forced Through Both Houses as an Urgent Party Necessity.

Senator Raines Tells Why Tax Payers Should, in His Opinion, Favor High Licence.

BIG ALLEGED GAIN FOR NEW YORK.

Platt, Hiscok and Raines Call on the Governor, and It Is Said That He Also Approves of the Excise Measure.

Albany, N. Y., Feb. 15.—It is all settled, and the modified Raines Excise bill is to become a law. Mr. Platt says so, and has put his approving "O. K." on the revised copy. There is no guesswork or rumor about this. The examination of the bill and the expression of opinion were an actual part of the scenes in the Governor's room at the Capitol to-day.

Of the diverse political elements that gathered around Governor Morton's dinner table last night, but three—Mr. Platt, Mr. Hackett and Senator Hiscok—remained when the sun rose on the \$20,000,000 Capitol building this morning. Dr. Depew, Mayor Strong, Mayor Wurster, Mr. Bliss, Mr. Lauterbach and General Porter sped away just as soon as the dinner was over on Dr. Depew's private car. It was too late to do anything but sleep when they drew out of the depot, and the absence of any danger of political conversation very probably accounts for their thus "getting together." But the business end of the Republican State machine remained here, and it got to work bright and early this morning.

Mr. Platt, Mr. Hackett and Senator Hiscok read the morning papers quickly, and the mail three, though at different times, started for the Capitol. They went to the Governor's private room by way of his private staircase, but it was impossible to conceal their presence. Political aspirants and managers soon began to pour into the Executive Chamber. Senator Hiscok and Speaker Fish were among the first to arrive. Then came State Committeeman Barnes, of Albany, who brought for introduction to the National Convention, Mr. Platt's approval. Then State Treasurer Colvin strolled in and was greeted with the "old hand." At last, when there appeared to be no more to come, Mr. Platt and Senator Hiscok disappeared into the Governor's private room, where a conference was held for nearly an hour.

GREETINGS FOR MR. PLATT. During the morning, before the Governor's arrival, Mr. Platt paid a short visit to several of the State departments and was effusively greeted. He was preceded by

Mr. Hackett, who prepared the way so that his chief would not come upon the party preserve entirely unheralded. As lunch time drew near it was intimated that Mr. Platt would not have time to accept the Governor's hospitality, but that he would rely upon the buffet of the early afternoon train. He was anxious to get back to New York, it was said, and he would not talk about the dinner of the previous evening nor about the effect it would have on the wrath of his enemies at home.

It was shortly before noon that Senator Raines joined the admiring throng that gathered about the "distinguished gentleman from New York." He had the Excise memoranda in his hands, and approached Mr. Platt without hesitation. They looked the papers over together, and almost immediately after the boss had nodded approval Senator Raines let it be known that "excise is all right." Speaker Fish, who was near by, added the information that the Raines bill would have at least eighty-five votes in the House and an easy majority in the Senate. Mr. Platt was asked a direct question as to the Excise bill and gave a direct and unhesitating answer. Mr. Platt said:

"I have seen the proposed Raines bill as it now stands, but I do not care to discuss it as a whole, or to say what are the new amendments. That is the prerogative of the committee before which it will be brought. By I will say that I believe the bill is now a perfect measure and that it will pass this legislature."

Immediately after these pointed remarks Senator Raines approached and said: "I have a good notion to settle all this talk that is going around about it. I will have an hour of his conference with Mr. Platt give out the following, without further explanation:

"THE FIGURES IN RELATION TO EXCISE MATTERS in the city of New York are decidedly interesting, and from them can be argued, with a reasonable degree of certainty, what the results would be under the proposed law. The report of the Excise Commissioners of the city of New York, granted 392 hotel licenses and 7,627 saloon and restaurant licenses, in all 7,999, which, under the Raines bill, would pay \$800 each, amounting to \$6,399,200. They also granted 1,032 storekeepers' licenses, which, at \$500 each, would amount to \$516,000, and seventeen drugists' licenses, which, at \$100 each, would amount to \$1,700, or a total of \$6,916,900. This does not take into account any extra license fees. If we estimate that there will be a reduction of forty per cent in the number of places, that would be a reduction of \$2,766,760, leaving a net receipt under the Raines bill of \$4,150,140. "The share of the city would be \$2,075,070. The license fees collected in New York City for 1895 were \$1,705,410. The expenses of collection were \$134,200. Net to the city treasury, \$1,451,120, or \$44,550 less than the share of the city under the Raines bill with a reduction of 40 per cent in the number of places, while at the same time \$2,075,070 would be paid into the State treasury. But there is yet more excise money to go to New York City. The city pays a percentage on the State tax. The rate fixed by the Legislature upon her equalized assessed valuation, which rate is also uniform throughout the State. The rate is arrived at by deducting the estimated revenues from the State from the amount necessary to meet the expenses of the State for the current year.

"Now, if from the liquor tax, New York pays into the State Treasury \$2,075,070, as we have estimated, and if we are told over and over again, New York City pays 45.58 per cent of the State taxes, as she did last year, she receives through a deduction of the amount to be paid in State taxes, 45.58 per cent of \$2,075,070, turned into the State Treasury from the liquor dealers of that city, 45.58 per cent of \$2,075,070 is \$946,090, which, added to the 50 per cent of the liquor tax we have left in her treasury,

gives New York City, \$3,021,760, or \$1,646,690 more than she got last year out of licenses. But that is not all.

"New York not only gets 50 per cent of the tax paid by the traffic in that city and 45.58 per cent of what is paid into the State Treasury, but she also gets 45.58 per cent of the entire amount paid into the State Treasury. For example, "Suppose the State expenses for next year are \$10,000,000. The share New York would have would be \$4,558,000, or \$2,837,000. Now, if we collect from liquor taxes revenues for the State of \$5,000,000, the State tax, or the amount to be raised by State tax, will be reduced by that amount of \$5,000,000, so that if there would be raised by tax \$10,000,000, New York City would pay of that 45.58 per cent, it \$4,558,000, so that the amount of State tax paid by New York on that basis of collection of \$5,000,000 liquor tax and for the State would be reduced from \$9,837,000 to \$4,558,000, a decrease for New York City of \$2,837,000.

"Add this decrease to the 50 per cent which is left under the Raines bill in the treasury of the City of New York, and the amount would stand as follows: Fifty per cent of tax to the State treasury, \$2,075,070; 45.58 per cent deduction on account of State tax, \$2,075,000; total benefit to New York City, \$4,150,070. "Whereas, last year they received net from licenses \$1,451,120; so that the gain from New York City under this bill, on the basis estimated, would be \$2,823,550. And it must not be forgotten that this estimate is based on a reduction of 40 per cent of the number of places selling liquor, that is, from 9,038 places licensed under the present law, for without this bill it would remain just where it is now and always has been—in the pockets of the saloon keepers of the City of New York."

**BOOBY IN HER "SHOPLIFTER'S BAG."** Rebecca Goss, sixty years old, who claimed to live at No. 210 West One Hundred and Eighteenth street, was arrested last evening for shoplifting in a Sixth avenue dry-goods store. Jeannie O'Connor, the private detective in the store, noticed the woman acting suspiciously about the counters and caused her arrest. Beneath her skirt was found what is known as a "shoplifter's bag," in which were a number of tooth brushes and several pocketbooks. She was taken to Police Headquarters, and from there to the Mercer Street Station, where there is a matron to look up for the women.

**EX-POLICEMAN IMAGINES HE'S RICH.** John J. Hurley, a former policeman, is said to be insane, and, at the request of Mary C. Hurley, his wife, Justice Andrews yesterday appointed Albert D. Haft a commission to take testimony as to the retired policeman's mental state. Hurley broke his collar-bone in December, 1894, and since then he has become very eccentric. Now it is said, he imagines himself a millionaire and says he has stacks of Government bonds on deposit in the Second National Bank.

**"CAMMEYER"** STAMPED ON A SHOE MEANS STANDARD OF MERIT. 6TH AVENUE CORNER 20TH ST.

FOR THIS WEEK. WOMEN'S \$6 SHOES FOR \$2.

Women's "Strictly Hand Sewed" Genuine Imported Patent Leather BLUCHER LACE SHOES.

(EITHER CLOTH OR KID TOP.)

Former Price, \$6;

Reduced to

\$2.00

In nearly every size and width.

Notwithstanding this tremendous cut in prices, every pair is warranted to wear as well as when sold at their former prices.

This Reduction is simply our customary way of making room for the following season's goods.

MAIL ORDERS RECEIVE PROMPT ATTENTION. CATALOGUE MAILED FREE.

CAUTION.—Having no agencies or branch stores, my shoes can be purchased only at my establishment.

A. J. CAMMEYER,

6th Ave., corner 20th St., N. Y.

## HALF-RATER CUP DEED.

Conditions for Challenging Small Yachts of Foreign Construction.

Seawanhaka Trophy to Be Defended Against Duggan's Canadian Flyer.

DATES SCHEDULED JULY 13 TO 18.

Trials to Select a Defender to Be Held Over the Club Courses in June Next, Open to All American Amateur Skippers.

The "declaration of trust" for the Seawanhaka-Cortlandt challenge cup for small yachts was announced to the members yesterday. Several challenges for the cup have already been received from clubs in Canada and Great Britain, the challenge taking precedence being that issued by the Royal St. Lawrence Yacht Club on behalf of George H. Duggan.

The contests will take place over the Centre Island course, under the control of the Race Committee of the Seawanhaka Club, the dates being scheduled between July 13 and 18.

The "declaration of trust" and the conditions governing the competitions are as follows:

Article I. The cup shall be known as the "Seawanhaka International Challenge Cup for Small Yachts," and shall be preserved as a perpetual challenge cup for friendly competition between foreign countries. The term "foreign" as used in this instrument shall be so construed as to permit contests for the cup between any country and its colonies and dependencies and between such colonies and dependencies themselves.

Article II. Any organized yacht club in good standing of any country, foreign to the country of the yacht club in whose custody the cup may be, shall always have the right to challenge for the cup and to sail a match therefor, provided that such challenge shall be made and such match be sailed in accordance with the terms and provisions of this instrument.

Article III. Matches for the cup shall be limited to yachts, propelled by sails, whose racing measurement or size shall not exceed the maximum limit of the so-called "Twenty-five

Foot Racing Length Class," or fall below the minimum limit of the so-called "Fifteen Foot Racing Length Class" of the Seawanhaka Club, and such challenge shall be made by the challenger club and such challenge shall be accepted by the challenged club. Neither club shall be required to name its representative yacht in advance of the race, but the match shall be sailed to a conclusion between the yachts selected for or sailing the first race thereof, and no substitution of one yacht for another shall be permitted after the preparatory signal of the first race has been given.

Article IV. A match shall be constituted of not less than three nor more than five races, and shall be awarded to the club whose representative yacht shall win a majority of such races.

Article V. The representative yachts of the challenging and challenged clubs must be constructed in the respective countries of such clubs, centreboards or plates or sliding keels shall always be permitted in construction and no restriction shall be placed upon their use. All boats must be fixed.

Article VI. The helmsmen, sailing the representative yachts in the match, must be amateurs and must be residents of the countries of their respective clubs. The challenging and challenged club must name in writing, each to the other, or to their respective representatives, at least twenty-four hours before the day appointed for the race the helmsmen who will sail their respective yachts, and such helmsmen shall sail such yachts in all the races of the match unless prevented by illness or other substantial cause, in which event substitutes will be allowed.

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ten crews of the competing yachts will be extended all the privileges of the club-house, grounds and anchorages before and during the trial races.

HUGUENOT TARS DINE.

Annual Election and Dinner of the Club That Possesses a Fleet of Champion Craft.

The jolliest coterie of amateur tars that ever clung to the weather rail of a flying yacht met at the Hotel de Logerot at their first annual dinner last evening. The name of the club is the Huguenot Yacht Club, and before they spread their legs under the mahogany they elected the following officers as the unanimous choice of the association.

Commodore, Charles Whann; Vice-Commodore, C. M. Conolly; Rear-Commodore, S. K. Gorham; Secretary, R. T. Badgley; Treasurer, A. L. Lonsdale; Trustees—For two years, W. H. Jaso and N. Pike, Jr.; for three years, A. F. Townsend and L. E. Nicholson. The nominations were made by B. B. Hart, Jr.; George F. Pelham, H. P. Clifton, William L. Rich, W. B. Greider, George G. Bell, J. H. Gould, J. D. Foot, F. S. Schlesinger and H. S. Clarke.

This club prides itself to the fastest yachts of the season enrolled in its fleet among them Pegasus, Defender, Dragon, champion thirty-four footer; Hour, the best twenty-one footer of the year; Matchless, Kettle, Punch, the fastest sandbagger; Angora, champion stationary ballast cat; and the wonderful Question, the half-rater that beat both Ethelwyn and Spruce IV. The club is a member of the Long Island Yacht Racing Union, and has applied for the first regatta under control of that body, which is fixed for May 15. The club flag is never hauled down, and yachts are in commission all the year round.

The Huguenot club was organized October 18, 1894, and has at present on its roll 118 members, and their pennant floats over 33 sailing yachts, steamers and 9 launches.

The club is in a prosperous condition, the balance in bank shows over four hundred on the right side. The club's members each take pride in being able to sail a boat right side up.

**Another World's Bicycle Record.** Coronado, Cal., Feb. 15.—A. F. McCrea, of the Syracuse racing team, broke the world's mile record yesterday from a standing start. He was paced by two quads. Time—1:49.35.

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